

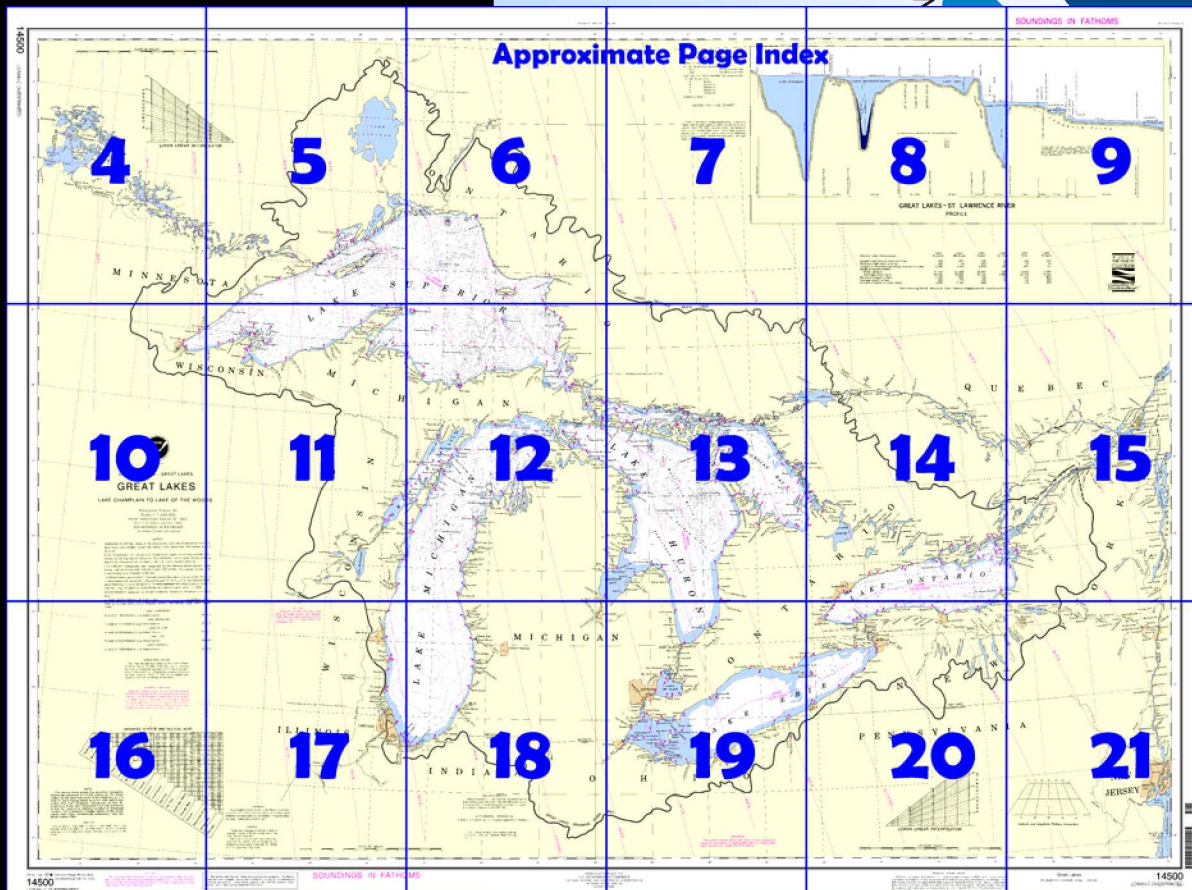
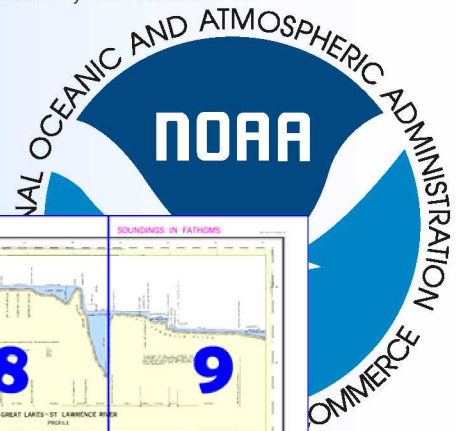
# BookletChart<sup>TM</sup>

## Great Lakes - Lake Champlain to Lake of the Woods (NOAA Chart 14500)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

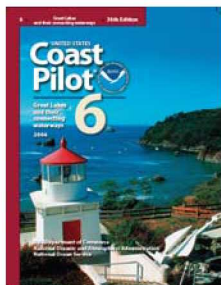
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



(1) **The Great Lakes system** includes Lakes Ontario, Erie, Huron, Michigan, and Superior, their connecting waters, and the St. Lawrence River. It is one of the largest concentrations of fresh water on the earth. The system, including the St. Lawrence River above Iroquois Dam, has a total shoreline of about 11,000 statute miles (9,559 nm), a total water surface area of about 95,000 square statute miles (24,600,000 hectares), and a total drainage basin of almost 300,000 square statute miles (77,700,000

hectares). With the opening of the St. Lawrence Seaway, the system provides access by oceangoing deep-draft vessels to the great industrial and agricultural heartland of the North American continent. From the Strait of Belle Isle at the mouth of the Gulf of St. Lawrence, the distance via the St. Lawrence River to Duluth, MN, at the head of Lake Superior is about 2,340 statute miles (2,033 nm) and to Chicago, IL, near the S end of Lake Michigan is about 2,250 statute miles (1,955 nm). About 1,000

statute miles (870 nm) of each of these distances is below Montreal, the head of deep-draft ocean navigation on the St. Lawrence River.

(2) Small craft and barge traffic may also reach the Great Lakes via two shallow-draft routes; from the Gulf of Mexico via the Mississippi River and the Illinois Waterway to Lake Michigan at Chicago, IL, a distance of about 1,530 statute miles (1,329.5 nm), and from New York Harbor via the Hudson River and the New York State Canal System to Lake Ontario at Oswego, N.Y., a distance of 340 statute miles (295.5 nm), or to the Niagara River at Tonawanda, N.Y., 496 statute miles (431 nm).

(4) The **St. Lawrence Seaway** includes the waters of the St. Lawrence River above Montreal, Lake Ontario, the Welland Canal, and Lake Erie as far W as Long Point. The canals and locks of the Seaway overcome the rapids and water level differences in the St. Lawrence River between the ocean and Lake Ontario and between Lake Ontario and Lake Erie and enable deep-draft oceangoing vessels to proceed from the Atlantic Ocean to Lake Superior, the farthest inland major lake.

(7) Aids to navigation in U.S. waters of the Seaway between St. Regis and the head of the St. Lawrence River are described in the U.S. Coast Guard Light List. Buoys off station, lights extinguished or malfunctioning, and other defective conditions should be reported promptly, by radio or other means, to the nearest Coast Guard unit or to traffic control center via "Seaway Eisenhower" or "Seaway Clayton."

(34) The water levels of the Great Lakes are subject to three types of fluctuation: seasonal, long range, and short period.

(35) The seasonal fluctuations are the most regular, with the highest levels usually occurring in summer and the lowest in winter. They are caused by a number of factors that affect lake levels, including rain and snowfall, evaporation, ground water levels, and runoff from the land. From year to year, the magnitude of the fluctuation between the high and the low and the months in which these occur may vary considerably in an individual lake. Lake Superior is generally last to reach its seasonal low and seasonal high, in March and September, respectively. Lakes Michigan and Huron usually reach their low in February and their high in July. Lake Erie usually reaches its low in February and its high in June. Lake Ontario usually reaches its low in January and its high in June. The amount of fluctuation between the seasonal high and low is generally least in Lake Superior and most in Lake Ontario.

(36) Long range fluctuations of the lake levels are caused by long term variations of the same factors which affect seasonal fluctuations.

Precipitation is the most important. Long periods of above or below normal rain and snowfall are usually followed by higher or lower lake levels. Another cause of long range fluctuations is the uplifting of the earth's crust in the Great Lakes region. When the outlet of the lake is rising in relation to the lake shores, the water level rises with respect to the land. This effect is occurring in all the lakes, except for parts of the NE shores of Lake Superior and Lake Huron.

(37) Short period fluctuations occur in amounts of a few inches to several feet for periods varying from a few minutes to a day, depending on where they occur. These fluctuations are caused by winds, by sudden barometric pressure changes, and by oscillations called seiches, which may be caused by one or both of the other two. Sustained winds drive forward a greater volume of surface water than can be carried off by the subsurface return currents, thus raising the water level on the lee shore and lowering it on the windward shore. This effect is more pronounced in bays and at the extremities of the lakes, where the impelled water is concentrated in a small space by converging shores, especially if coupled with a gradually sloping inshore bottom which even further reduces the flow of the lower return currents. Closely spaced high and low barometric pressure centers moving across a lake cause a temporary tilting of the water surface. This tilting is dependent on the pressure gradient and the speed of the moving centers. **Seiche** is an oscillation that occurs when winds and barometric pressure differences causing a fluctuation have diminished. The lake surface is in a tilted condition, and a surge of water takes place from the high area to the low. An imbalance in the opposite direction occurs and causes a return surge.

## Table of Selected Chart Notes

Corrected through NM Oct. 26/02  
Corrected through LNM Oct. 15/02

### CAUTION


Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## MAGNETIC VARIATION

Magnetic variation curves are for 2002 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing. Places of large local disturbances are indicated in magenta thus: 

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE

The above table gives the shortest navigable distances between principal points on the Great Lakes to the nearest even mile; fractions of 1/2 mile or more being taken as a full mile and those under the half dropped. Distances on the St. Lawrence River are measured from the entrance to the St. Lawrence Seaway located at Montreal Harbor. For complete mileage tables of the Great Lakes and their connecting waterways, see the Great Lakes Pilot.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

**CAUTION**

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## LORAN-C

### GENERAL EXPLANATION

LOPAN-C FREQUENCY	100kHz
PULSE REPETITION INTERVAL	
9870	89,700 microseconds
9960	99,600 microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)	
M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary
EXAMPLE: 9960-Y	

## RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown are based on assumed all seawater signal paths. Uncorrected positions may not meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned to use larger scale Loran-C charts where possible.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

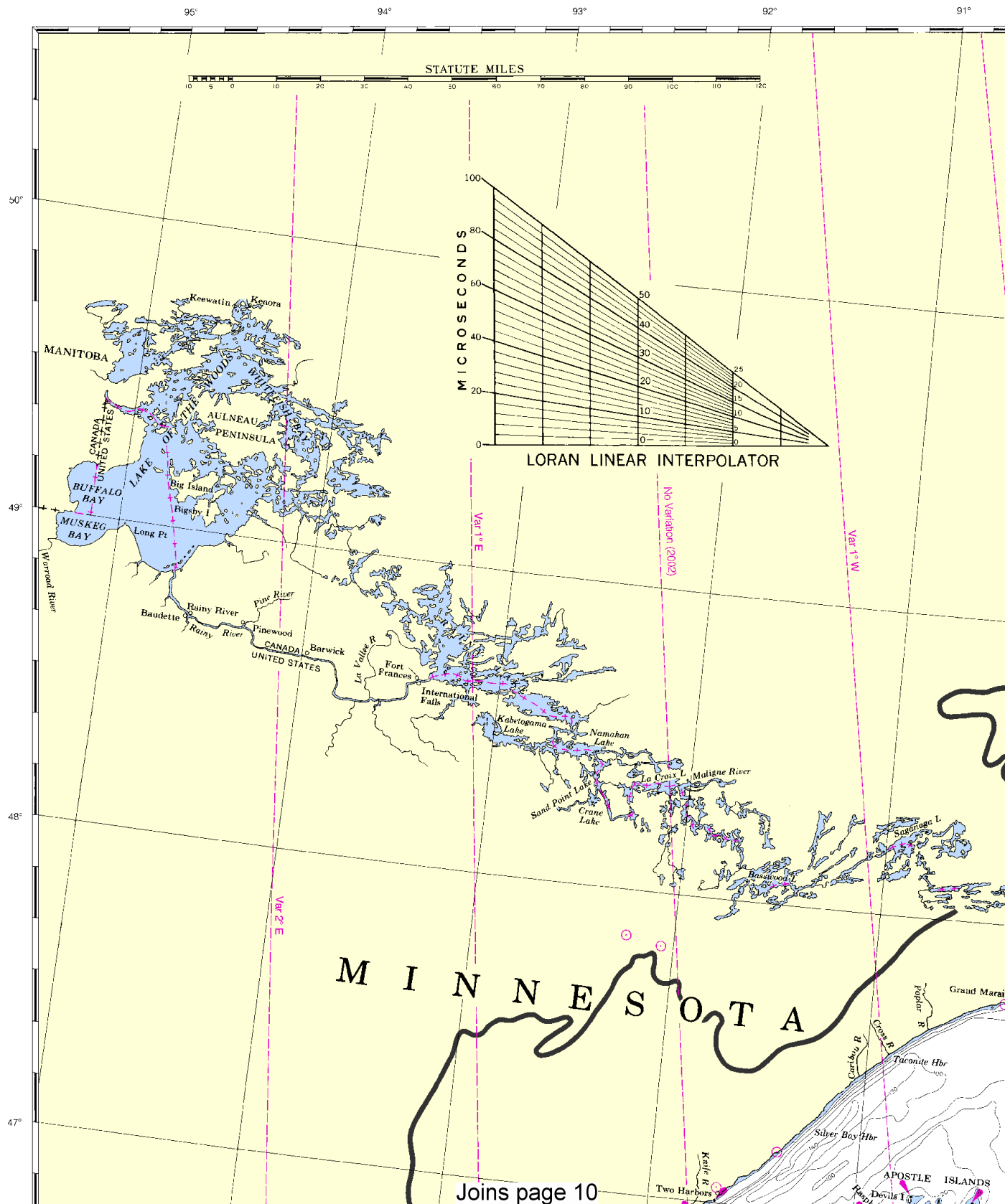
INTERNATIONAL BOUNDARY. The International Boundary Line as shown herein is in accordance with the location adopted August 15, 1913 by the International Waterways Commission under Article IV of the treaty between the United States of America and the United Kingdom of Great Britain and Ireland signed April 11, 1908.

**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

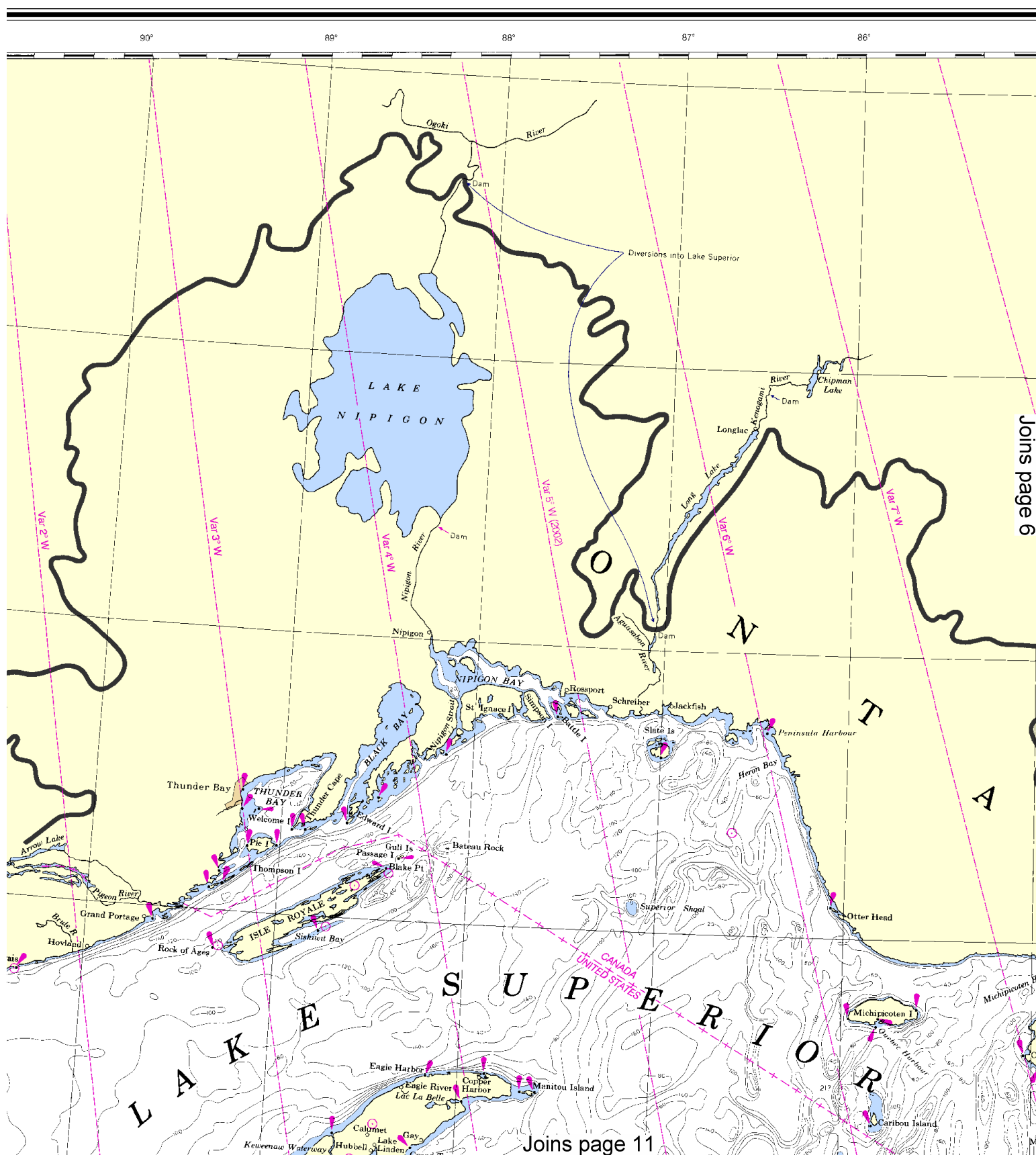
## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

**AUTHORITIES.** Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.



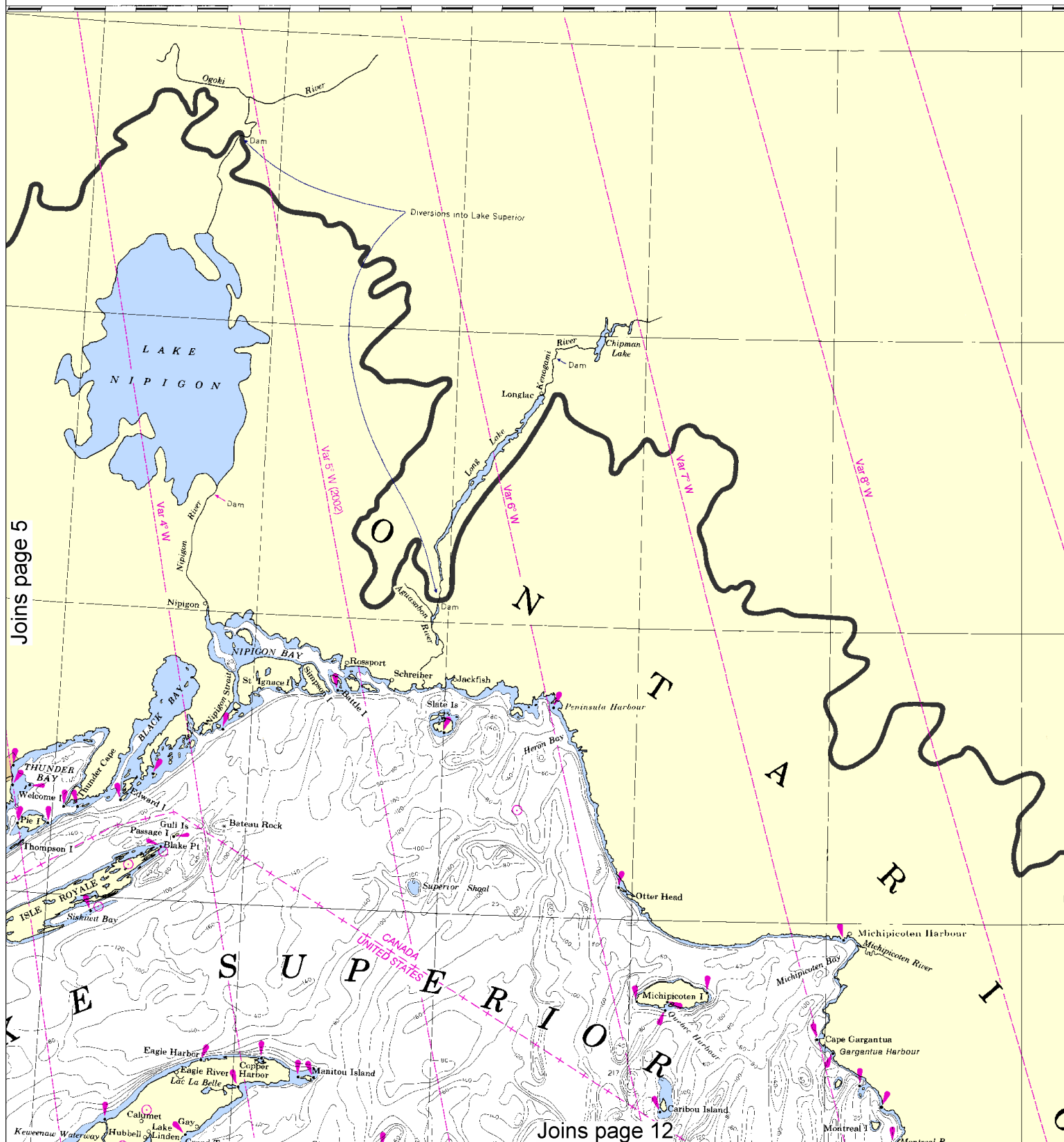




Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:2000000. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

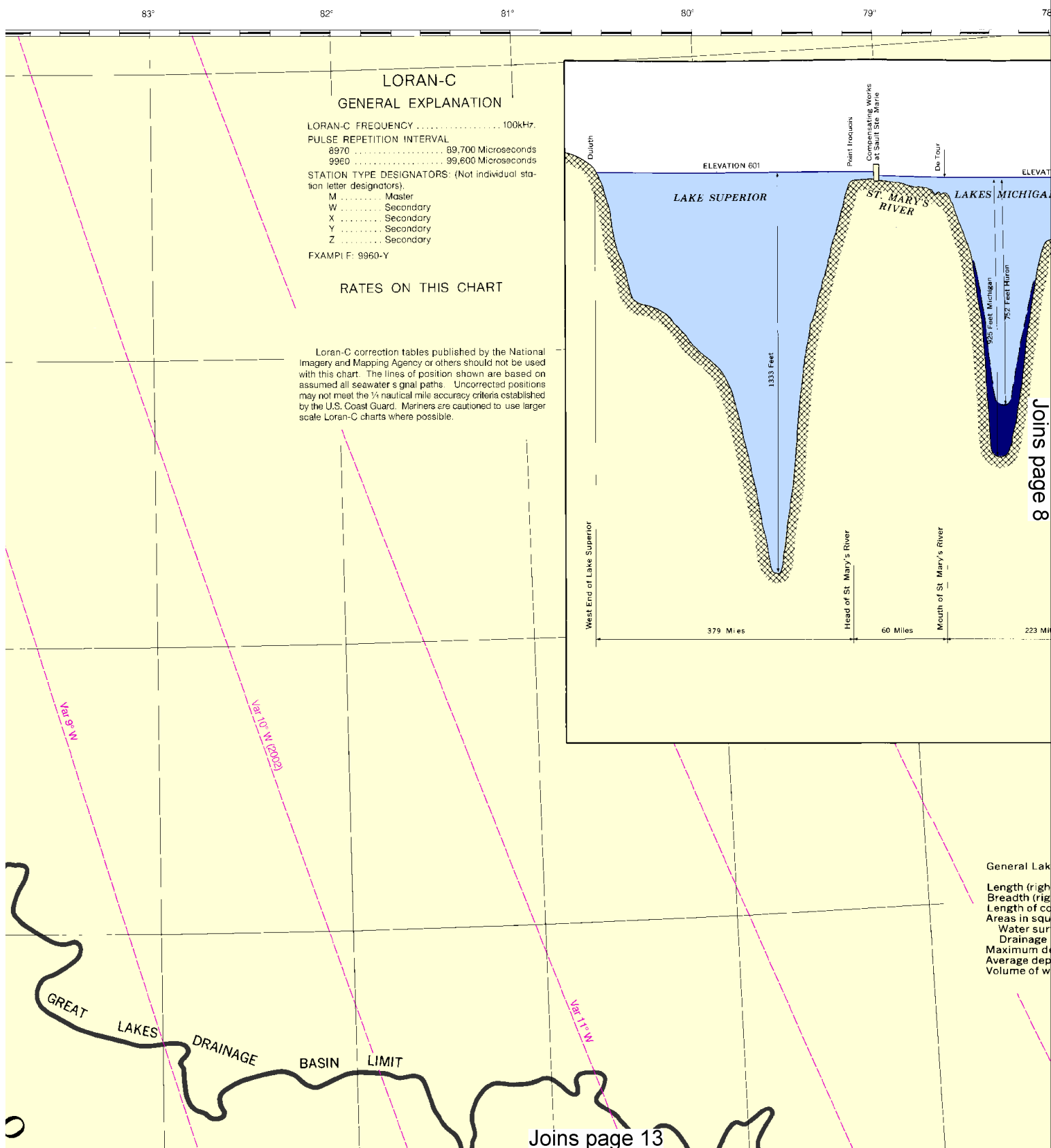


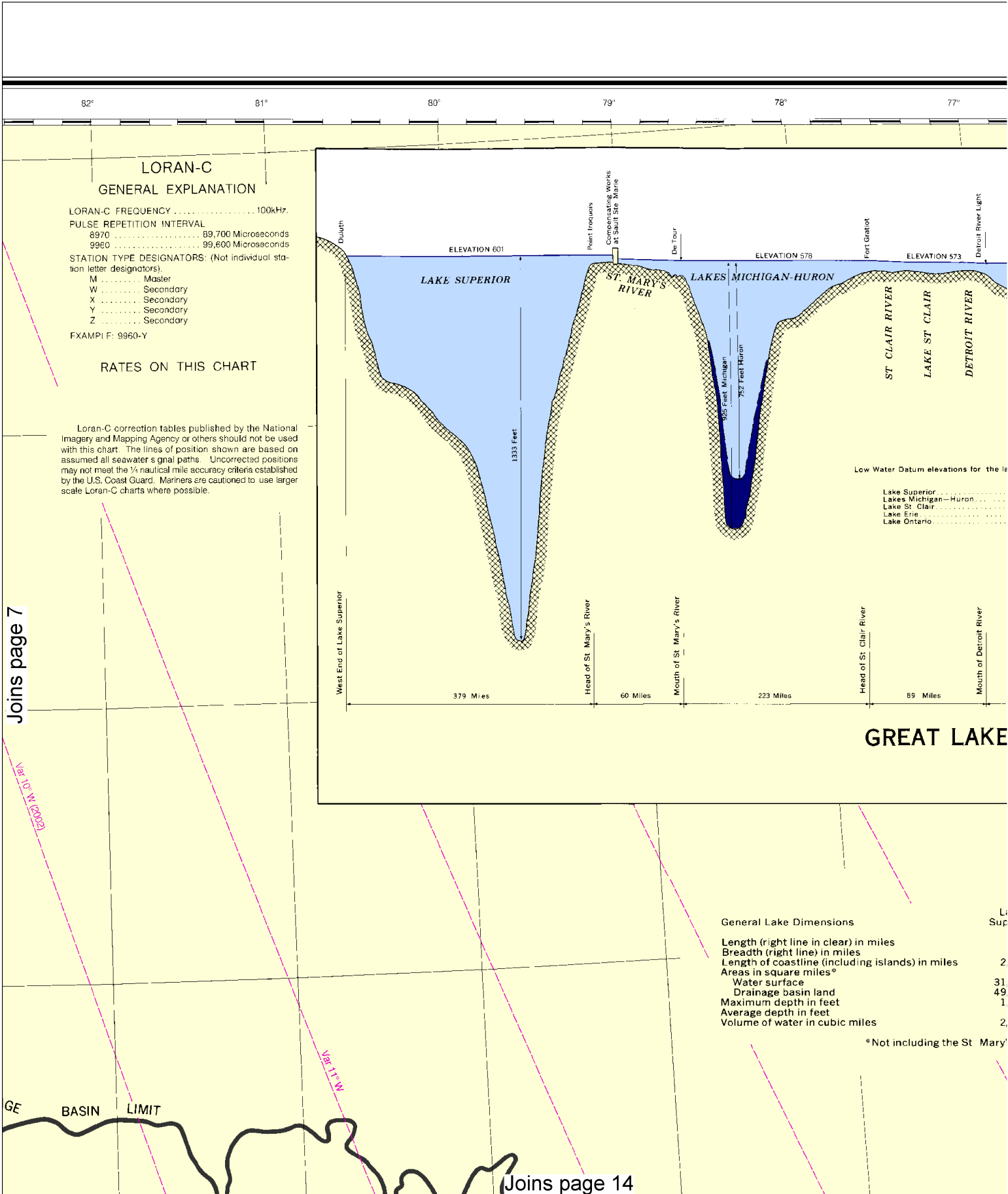
Joins page 5

Joins page 12

6







Joins page 7

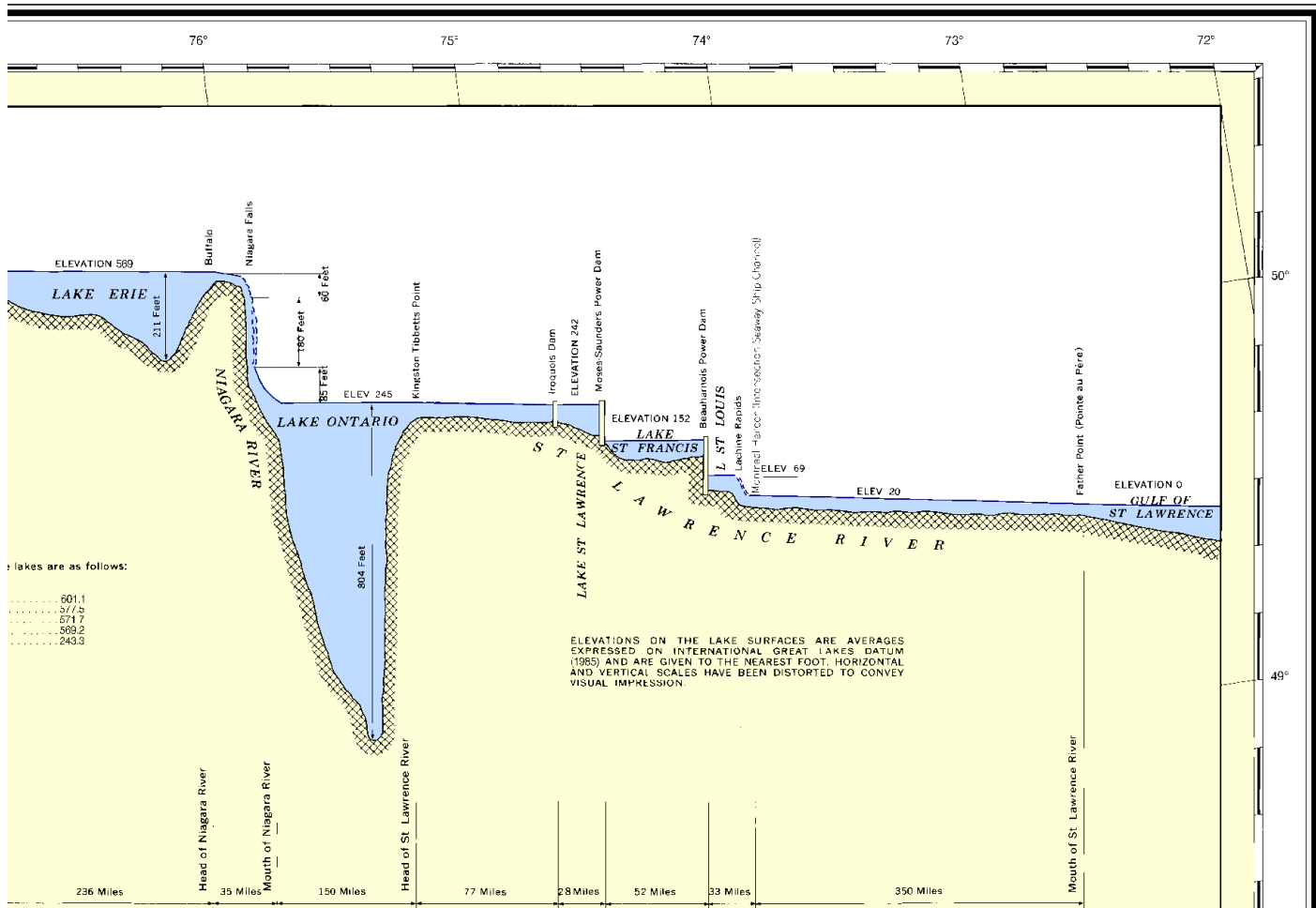
GREAT LAKE

Joins page 14



# SOUNDINGS IN FATHOMS

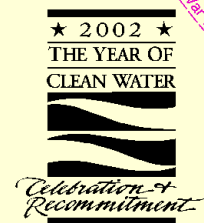
Nautical Chart Catalog No. 4



## ES-ST LAWRENCE RIVER PROFILE

Lake Superior	Lake Michigan	Lake Huron	Lake St. Clair	Lake Erie	Lake Ontario
350	307	206	26	241	193
160	118	183	24	57	53
2,730	1,640	3,830	257	871	712
31,700	22,300	23,000	430	9,910	7,340
19,300	45,600	50,700	4,800	22,700	23,400
1,333	923	750	21	210	802
489	279	195	10	62	283
2,935	1,180	849	1	116	393

ry's, St. Clair, Detroit, Niagara and St. Lawrence Rivers



Joins page 15

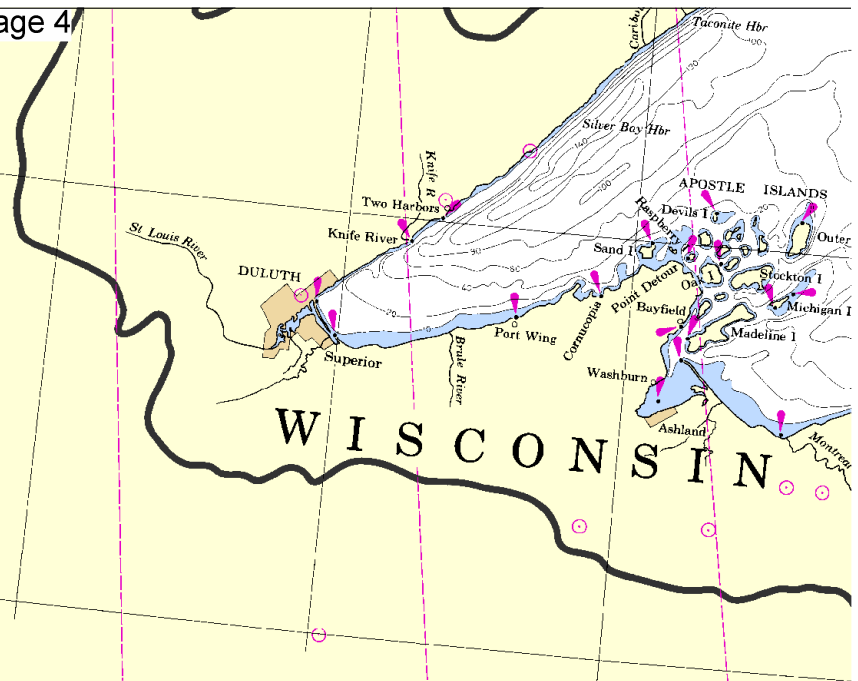
47°

46°

45°

44°

43°



UNITED STATES - GREAT LAKES

# GREAT LAKES

LAKE CHAMPLAIN TO LAKE OF THE WOODS

Polyconic Projection  
Scale 1:1,500,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## NOTES

OMISSION OF DETAIL. Owing to the small scale, most aids to navigation and other detail have been omitted. Coast and harbor charts should be used where detail is required.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

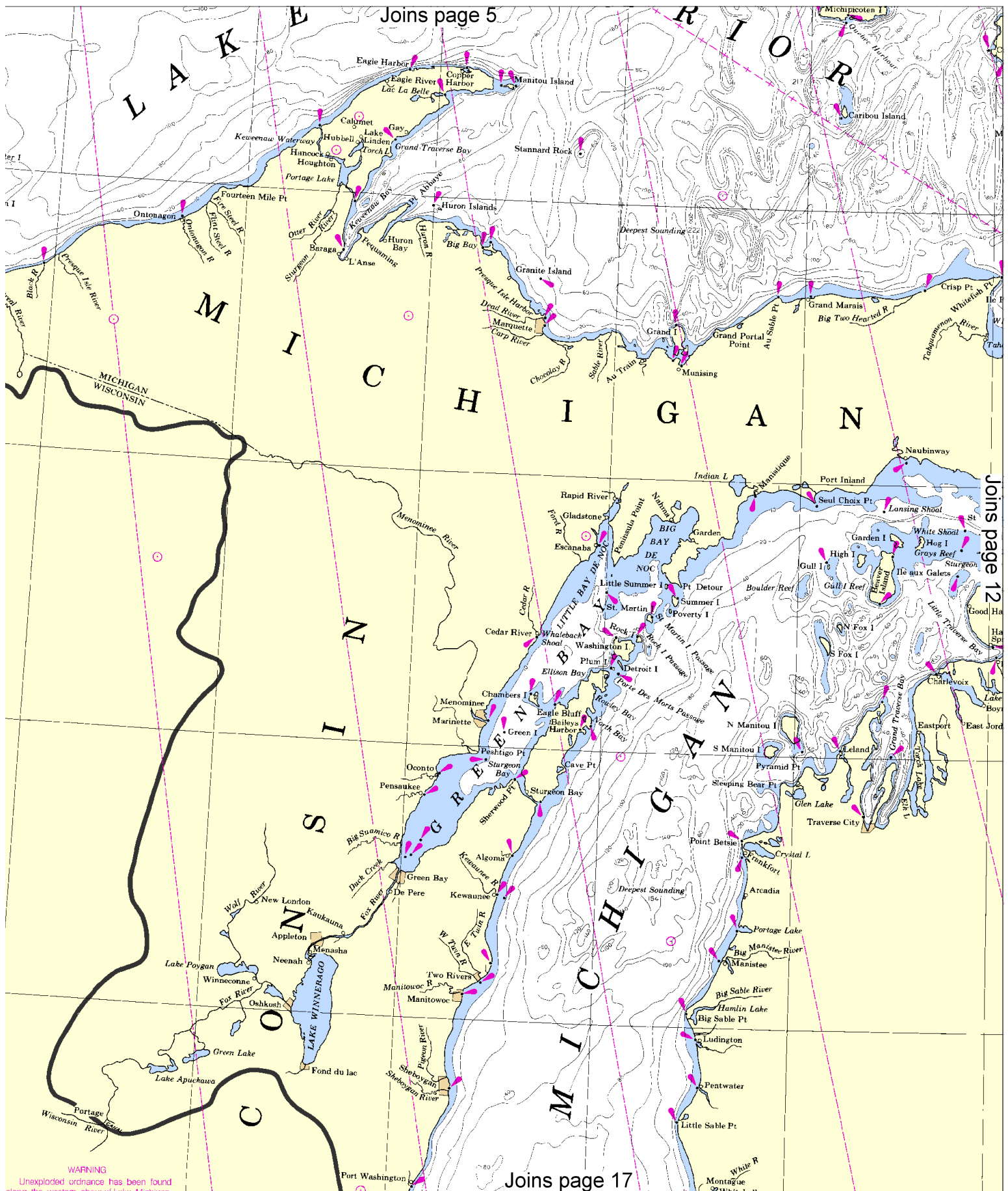
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

INTERNATIONAL BOUNDARY. The International Boundary Line as shown hereon is in accordance with the location adopted August 15, 1913 by the International Waterways Commission under Article IV of the treaty between the United States of America and the United Kingdom of Great Britain and Ireland signed April 11, 1908.

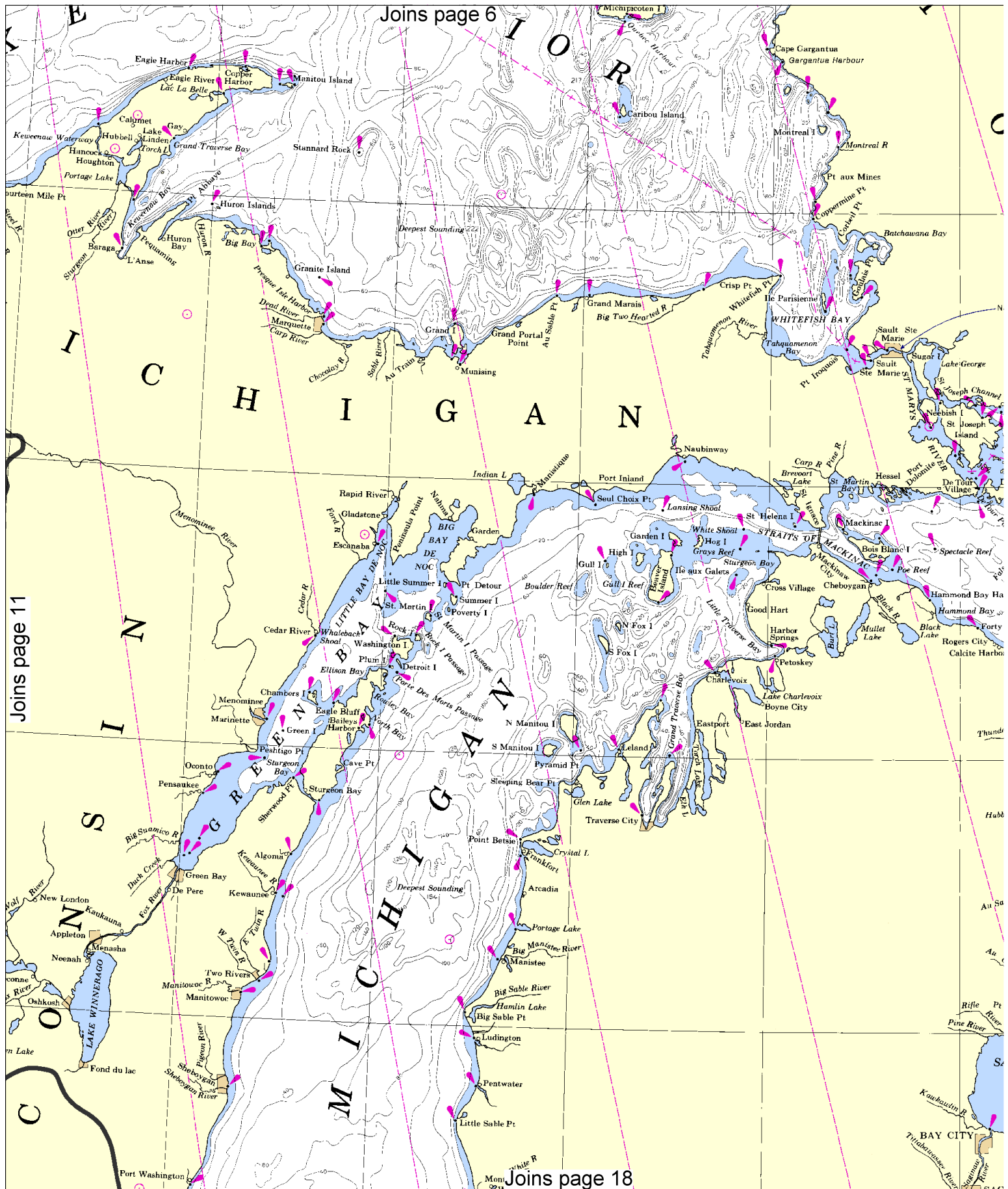
HYDROGRAPHY. Contours are shown in fathoms. Depths to 10 fathoms are tinted blue.

PLANES OF REFERENCE OF THIS CHART ..... (Low Water Datum)  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).







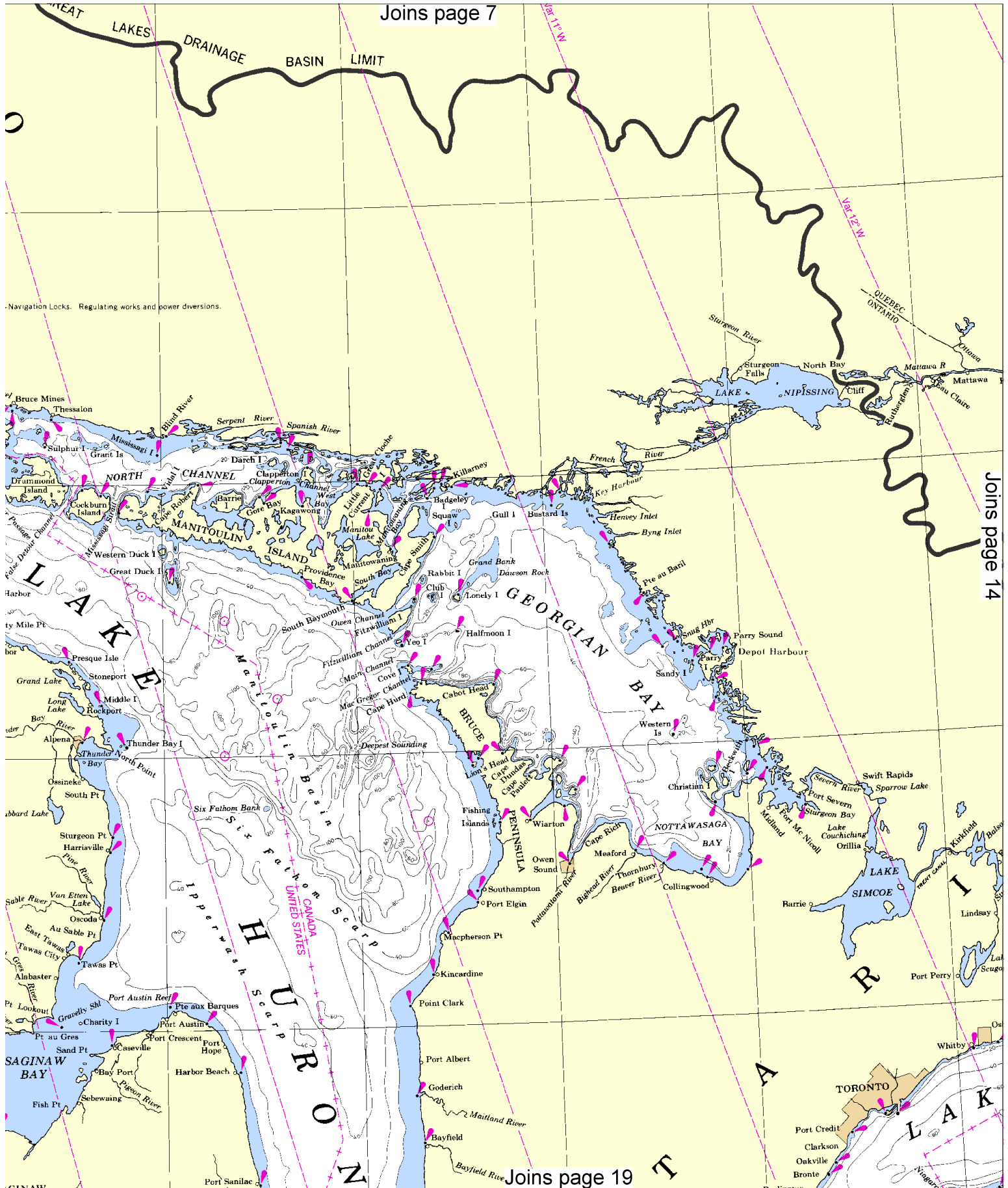


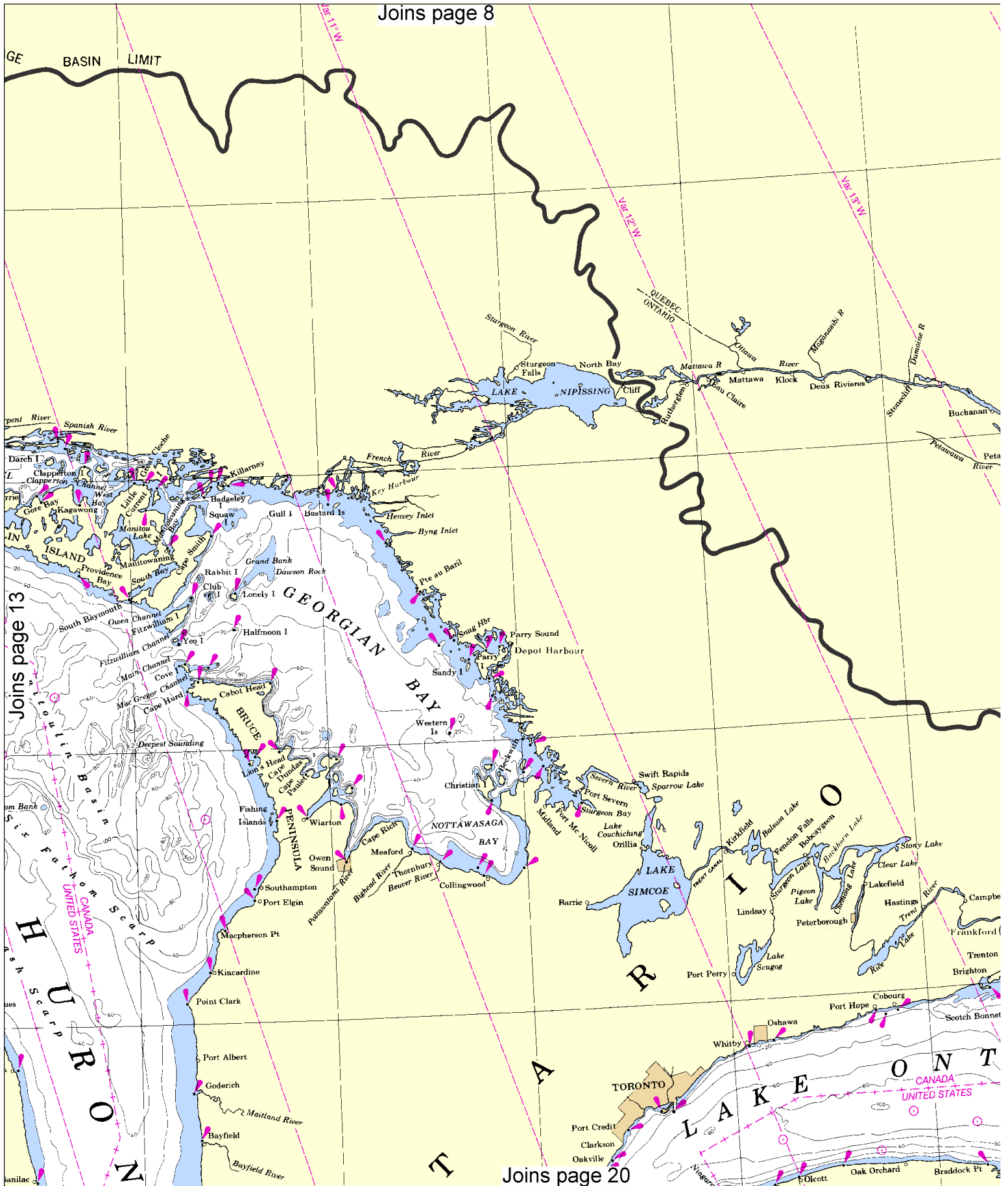
Joins page 11

Joins page 6

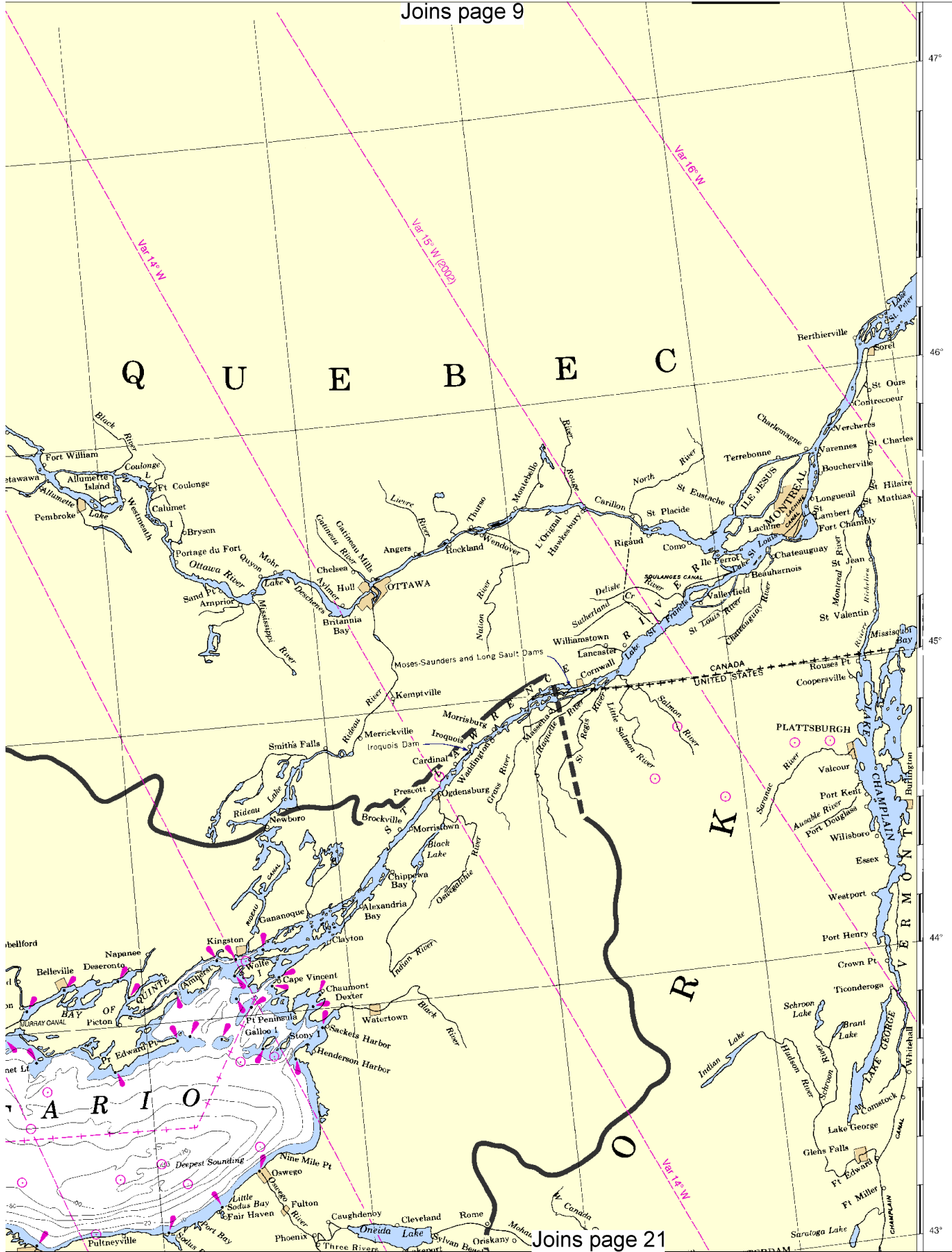
Joins page 18

- Navigation Locks. Regulating works and power diversions.









INT Joins page 10: The International Boundary Line as shown hereon is in accordance with the boundary adopted August 15, 1913 by the International Waterways Commission under Article IV of the treaty between the United States of America and the United Kingdom of Great Britain and Ireland signed April 11, 1908.

HYDROGRAPHY. Contours are shown in fathoms. Depths to 10 fathoms are tinted blue.

PLANES OF REFERENCE OF THIS CHART ..... (Low Water Datum)  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

LAKE SUPERIOR  
PLANE OF REFERENCE (Low Water Datum) ..... 601.1 ft.  
LAKE MICHIGAN  
PLANE OF REFERENCE (Low Water Datum) ..... 577.5 ft.  
LAKE HURON  
PLANE OF REFERENCE (Low Water Datum) ..... 577.5 ft.  
LAKE ERIE  
PLANE OF REFERENCE (Low Water Datum) ..... 569.2 ft.  
LAKE ONTARIO  
PLANE OF REFERENCE (Low Water Datum) ..... 243.3 ft.

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION  
Magnetic variation curves are for 2002 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing. Places of large local disturbances are indicated in magenta thus: ☉

DISTANCES—STATUTE AND NAUTICAL MILES

	Quebec	Montreal	Tibbetts Point	Toronto	Port Weller	Port Colborne	Buffalo	Cleveland	Toledo	Detroit	Port Huron	Bay City	De Tour	Sault Ste Marie	Thunder Bay	Duluth	Mackinac Bridge	Milwaukee	Chicago
Statute	157	347	506	504	531	553	691	768	775	837	999	1061	1106	1379	1501	1084	1343	1408	
Nautical	136	302	440	438	461	481	600	667	673	727	868	922	961	1198	1304	942	1167	1224	
Quebec		190	349	347	374	396	534	611	618	680	842	904	949	1222	1344	927	1186	1251	
Montreal		165	303	302	325	344	464	531	537	591	732	786	825	1062	1168	806	1031	1087	
Tibbetts Point		159	157	184	206	226	344	421	428	490	652	714	759	1032	1154	737	996	1061	
Toronto		138	136	160	179	199	299	366	372	426	567	620	660	897	1003	640	866	922	
Port Weller			28	55	77	215	292	299	361	523	585	630	903	1025	608	867	932		
Port Colborne			24	48	67	187	254	260	314	454	508	547	785	891	528	753	810		
Buffalo			27	49	67	187	264	271	333	495	557	602	878	997	580	839	904		
Cleveland			43	62	83	162	229	235	289	430	484	523	760	866	504	729	786		
Toledo				22	160	237	244	306	468	530	575	848	970	553	812	877			
Detroit				19	139	206	212	266	407	461	500	737	843	481	706	762			
Port Huron					176	254	261	322	484	547	592	864	986	569	828	893			
Bay City					153	221	227	280	421	475	514	751	857	494	720	776			
De Tour					96	108	170	331	394	438	711	833	417	675	740				
Sault Ste Marie					83	94	148	288	342	381	618	724	362	587	643				
Thunder Bay						54	116	278	340	385	658	781	363	622	688				
Duluth						47	101	242	295	335	572	679	319	541	598				
Mackinac Bridge							62	224	286	331	604	726	309	568	633				
Milwaukee								195	249	288	525	631	269	494	550				
Chicago									162	224	269	541	664	247	506	571			
									141	195	234	470	577	215	440	496			
										187	232	504	627	210	468	534			
										162	202	438	545	182	407	464			
											45	317	439	45	304	369			
											39	275	381	39	264	321			
												272	394	90	349	414			
												342	78	303	360				
													194	362	621	685			
														169	315	540	596		
															485	743	808		
															421	646	702		
																259	324		
																225	282		
																	85		
																	74		

NOTE  
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COPYRIGHT  
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CAUTION  
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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

27th Ed., Oct. / 02 ■ Corrected through NM Oct. 26/02  
Corrected through LNM Oct. 15/02

14500

LORAN-C OVERPRINTED

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/C52), U.S. Service, NOAA, Silver Spring, Maryland 20910-3282.

Joins page 22

16

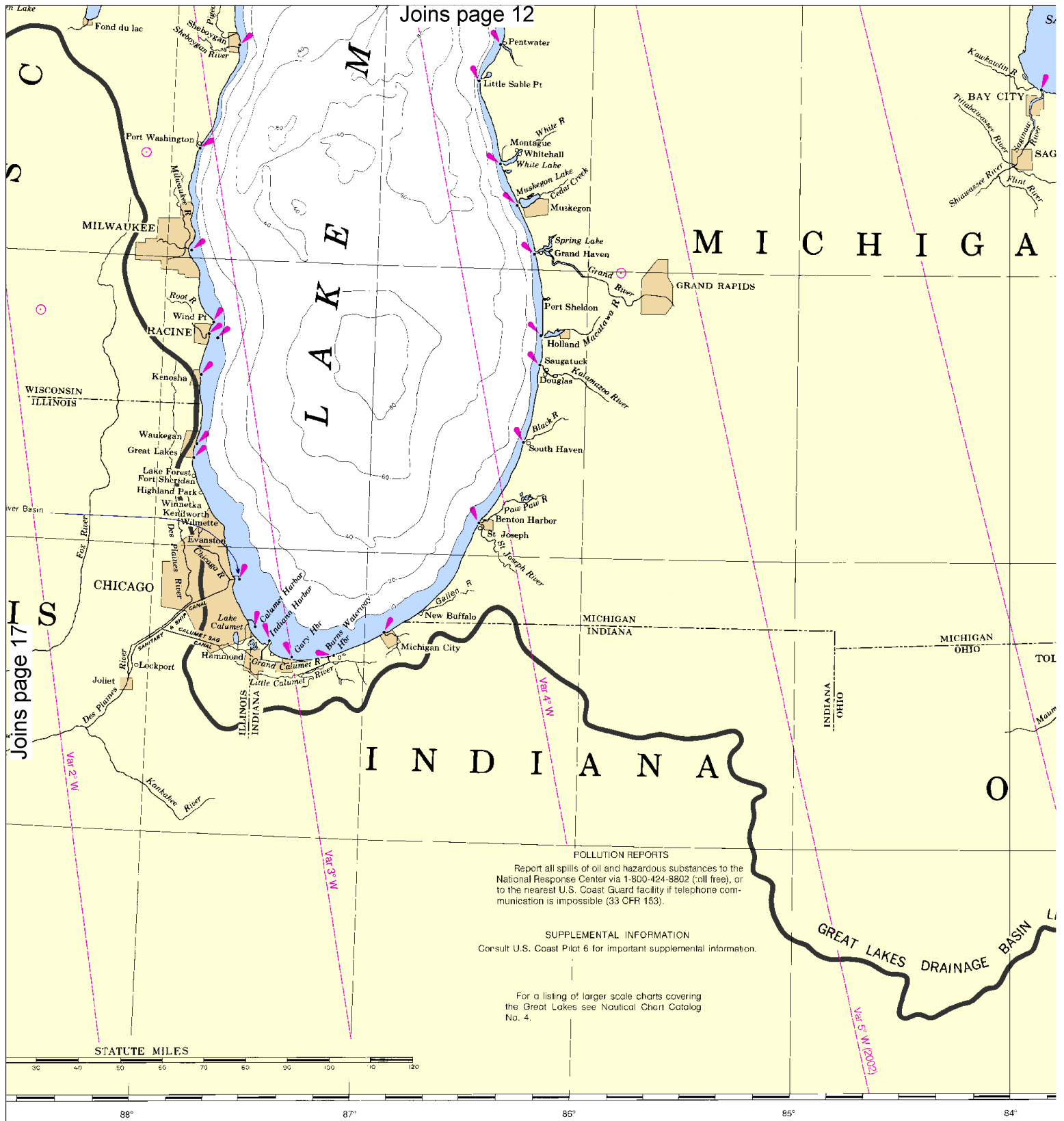




## SOUNDINGS IN FATHOMS

Joins page 23





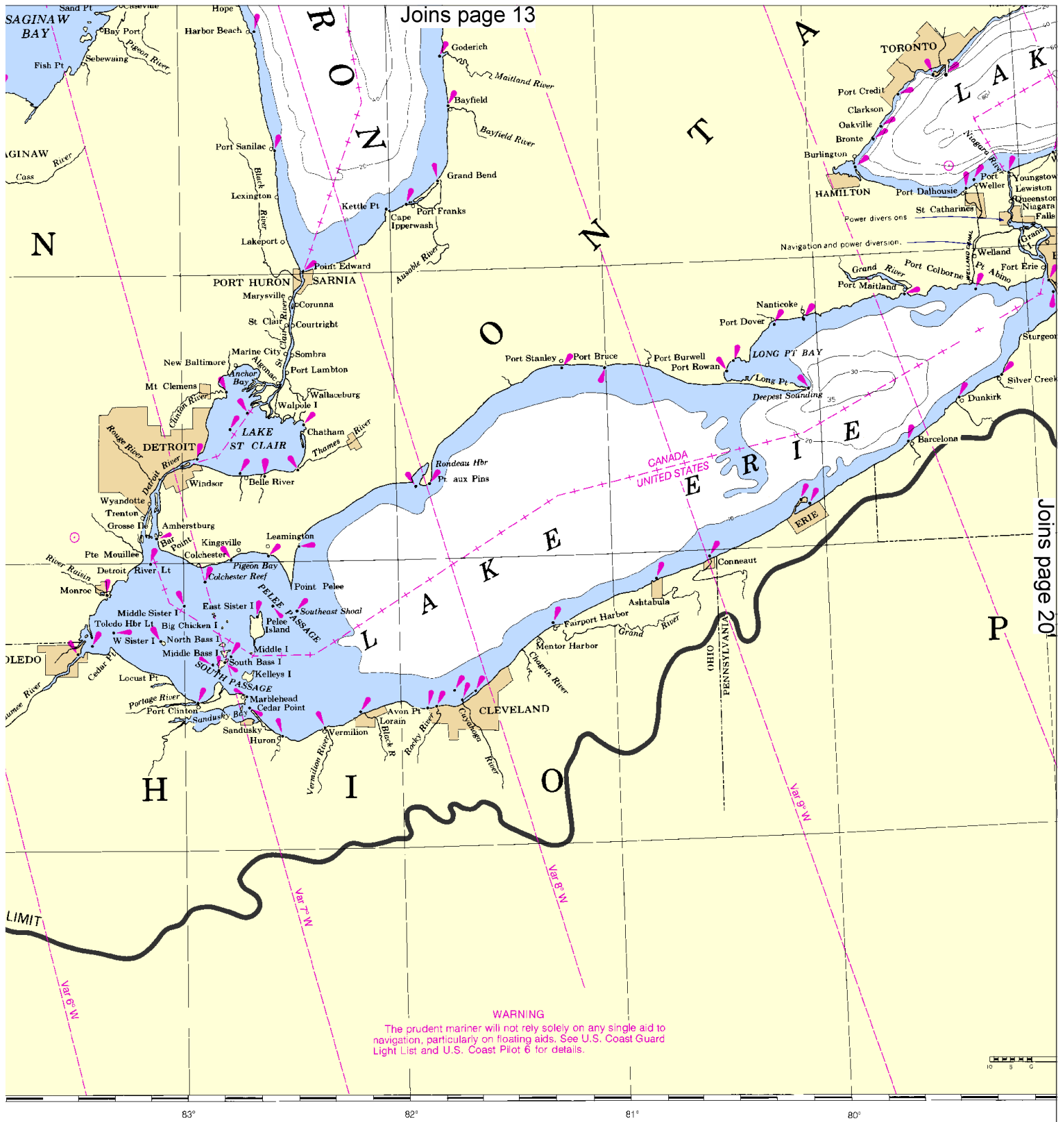
**DINGS IN FATHOMS**

Published at Wash  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST GUARD

**Joins page 24**

**18**



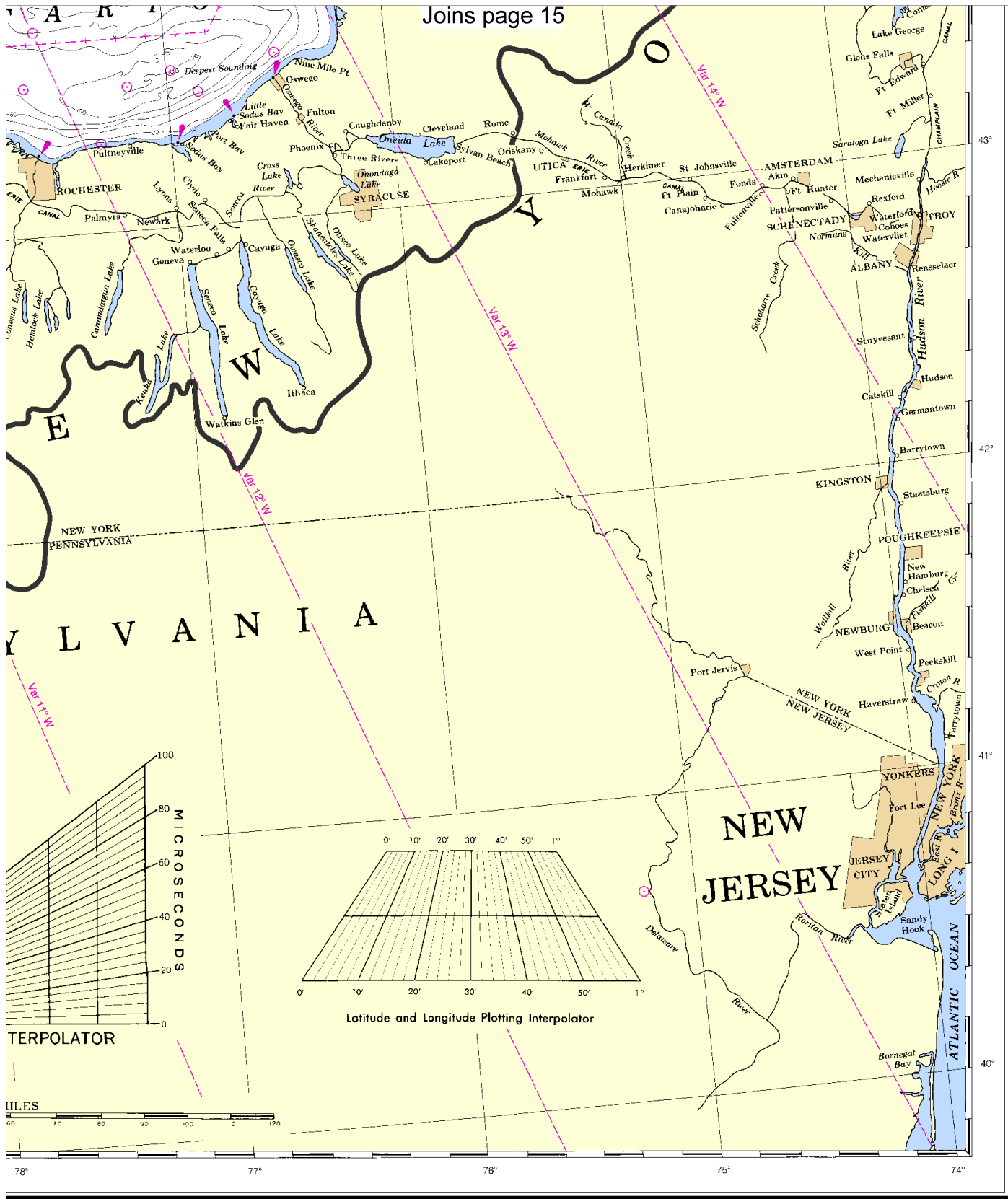


Washington, D.C.  
DEPARTMENT OF COMMERCE  
COAST GUARD ADMINISTRATION  
NAUTICAL SERVICE  
SURVEY

Joins page 25







PRINT-ON-DEMAND CHARTS  
We offer this chart updated weekly by NOAA for Notices to Mariners  
printed when ordered using Print-on-Demand technology. New  
charts are released as traditional NOAA charts. Ask your chart agent  
for more information. Contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>,  
or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or

Great Lakes  
SOUNDINGS IN FATHOMS - SCALE 1:1,500,000

14500  
LORAN-C OVERPRINTED

Joins page 27

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 216-902-6117

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or 613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).